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Title

WEIGHT IDENTIFICATION METHOD AND FEEDBACK CONTROL METHOD

U.S. PTO
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APPLICATION ELEMENTS

See MPEP chapter 600 concerning utility patent application contents

ADDRESS TO:

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1. ☒ Fee Transmittal Form (e.g. PTO/SB/17)
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2. ☒ Specification Total Pages **14**

3. ☒ Formal Drawing(s) (35 U.S.C. 113) Total Sheets **6**

4. ☒ Oath or Declaration Total Pages **4**

- a. ☒ Newly executed (original or copy)
b. ☐ Copy from a prior application (37 C.F.R. §1.63(d))
(for continuation/divisional with box 15 completed)
i. ☐ **DELETION OF INVENTOR(S)**
Signed statement attached deleting inventor(s) named
in the prior application, see 37 C.F.R. §1.63(d)(2) and
1.33(b).

5. ☐ Incorporation By Reference (usable if box 4B is checked)
The entire disclosure of the prior application, from which a copy of the
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of the disclosure of the accompanying application and is hereby
incorporated by reference therein.

ACCOMPANYING APPLICATION PARTS

6. ☒ Assignment Papers (cover sheet & document(s))
7. ☐ 37 C.F.R. §3.73(b) Statement (when there is an assignee) ☐ Power of Attorney
8. ☐ English Translation Document (if applicable)
9. ☒ Information Disclosure Statement (IDS)/PTO-1449 ☒ Copies of IDS Citations (2)
10. ☐ Preliminary Amendment
11. ☒ White Advance Serial No. Postcard
12. ☐ Small Entity Statement(s) ☐ Statement filed in prior application. Status still proper and desired.
13. ☒ Certified Copy of Priority Document(s) (1)
(if foreign priority is claimed)
14. ☒ Other: **REQUEST FOR PRIORITY,
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15. If a CONTINUING APPLICATION, check appropriate box, and supply the requisite information below:

☐ Continuation ☐ Divisional ☐ Continuation-in-part (CIP) of prior application no.:

Prior application information: Examiner:

Group Art Unit:

16. Amend the specification by inserting before the first line the sentence:

☐ This application is a ☐ Continuation ☐ Division ☐ Continuation-in-part (CIP)
of application Serial No. Filed on

☐ This application claims priority of provisional application Serial No. Filed

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WEIGHT IDENTIFICATION METHOD AND FEEDBACK CONTROL METHOD

INCORPORATION BY REFERENCE

The disclosure of Japanese Patent Application No. HEI 10-175032 filed on June 22,
5 1999 including the specification, drawings and abstract is incorporated herein by reference
in its entirety.

BACKGROUND OF THE INVENTION1. Field of the Invention

10 The present invention relates to a weight identification method and a feedback
control method. More specifically, the invention relates to a weight identification method
for identifying weights that are assigned individually to a plurality of models, each of which
includes a group of parameters and which are used to construct a control model
representing a control system, and a feedback control method, based on a target value for
15 controlling the control system, for a value of response of the control system controlled based
on the target value, and weights assigned individually to the plurality of models, each of
which includes the group of parameters and which are used to construct the control system,
feedback-controlling such an instruction value for the control system that the value of
response becomes equal to the target value.

20

2. Description of the Related Art

A related-art vehicular continuously variable transmission (CVT) has a CVT unit
that includes a speed-shift hydraulic pressure controller, an input-side pulley, a metallic
belt, an output-side pulley, and the like, and a controller that controls the speed-shift
25 hydraulic pressure controller. That is, the controller performs the speed-shift control by
controlling the speed-shift hydraulic pressure controller. In this CVT, it is necessary to
individually adjust various characteristics. Therefore, parameters of the controller need to
be set in accordance with characteristics of the CVT unit. Specifically, parameters of the
controller are determined by inputting target rotation speeds to the CVT unit stepwise, and
30 measuring the response rotation speeds. Then, in order to realize the thus-determined
parameters of the controller, the CVT unit is altered.

If the transmission coefficient of the CVT unit is unknown, it is necessary to measure step response rotation speeds under various conditions in order to determine the parameters of the controller. However, since the characteristics of the CVT unit vary depending on the pulley-pressing force or the location of the point of equilibrium, the setting of optimal parameters is not easy, and requires a great amount of time. After such cumbersome setting of parameters, it is still difficult to achieve satisfactory performance over the entire operation range.

Therefore, according to the conventional art, a control system having the CVT unit and the controller is approximated by equation (1):

$$\text{Transfer function: } Gr(s) = \frac{Krwn^2}{S^2 + 2\zeta wnS + wn^2} \quad \dots(1)$$

where Kr = a constant,

ωn = the natural angular frequency,

ζ = the damping coefficient, and

S = the Laplace operator

In equation (1), the constant Kr, the natural angular frequency ωn and the damping coefficient ζ are estimated directly from the target rotation speed determined from the throttle opening extent and the actual rotation speed of the output-side pulley, and the actually measured rotation speed. Japanese Patent Application Laid-Open No. HEI 7-35210 proposes that parameters of the controller expressable by the constant Kr, the natural angular frequency ωn and the damping coefficient ζ be adjusted so that constant Kr, the natural angular frequency ωn and the damping coefficient ζ assume desirable values that are determined by the target rotation speed and the actually measured rotation speed.

Normally, a control object has a non-linear characteristic. In a slip control system, as for example, characteristics of the controller vary depending on the engine speed, the vehicle speed, the engine load, the oil temperature, aging changes, or the like. Due to the compensation for such variations of characteristics, it is difficult in the stage of designing a controller to improve the responsiveness of the controller. Furthermore, the designing of the controller requires a great amount of time.

The use of the related art, which identifies and automatically adjusts control parameters in accordance with the characteristics of a model, improves the controllability

and reduces the time required for the design.

However, in the related art, the constant K_r , the natural angular frequency ω_n and the damping coefficient ζ of the control object are directly identified. Therefore, as the order of the Laplace operator S increases depending on the range of approximation of the control object, the number of parameters that need to be estimated increases. As a result, the amount of calculation, the program size, and the memory capacity required increase, thereby causing a packaging problem. Furthermore, there arises a danger that during the process of estimating a parameter, the estimated value may be incorrect.

SUMMARY OF THE INVENTION

Accordingly, it is an object of the invention to provide a weight identification method and a feedback control method that reduce the amount of calculation by estimating weights on models having groups of parameters that contain parameters that construct a control model, instead of directly estimating the control model-constructing parameters.

To achieve the aforementioned and other objects, one aspect of the invention provides a weight identification method that identifies weights assigned to a plurality of models, each of which includes a group of parameters. The method identifies a first weight assigned individually to a plurality of models each. Based on the first weight that is assigned to one of the plurality of models, the weight identification method specifies a second weight that is assigned to at least one model that is other than the one of the plurality of models.

That is, in the invention, first and second weights that are assigned individually to the plurality of models are identified. The plurality of models are used to form a control model representing a control system, and each includes a group of parameters.

In the invention, based on the first weight assigned to one of the models, the second weight that is assigned to at least one model that is other than the one of the models is specified. For example, the second weight that is assigned to at least one model that is other than the one of the models may decrease if the first weight assigned to the one of the model is increased. For example, if the number of the models is two, the first weight θ_1 of one of the two models and the second weight θ_2 of the other model may have a relationship of $\theta_1 = 1 - \theta_2$. If three models are provided, the weights θ_1 , θ_2 and θ_3 of the three models

may have a relationship of $\theta_3 = 1 - (\theta_1 + \theta_2)$. The number of models is not limited to two or three. Thus, the weight assigned to each model may be a value that is greater than or equal to "0" and less than or equal to "1", so that divergence of an estimated value can be prevented.

Therefore, since the first weight assigned to one of a plurality of models specifies a second weight that is assigned to at least one model that is other than the one of the plurality of models, the weight identification method eliminates the need to specify the weights of all the models, and therefore reduces the amount of calculation required.

The weight identification method of the invention is applicable to a feedback control method.

That is, another aspect of the invention provides a feedback control method, based on a target value for controlling a control system, for determining an amount of control of the control system controlled based on the target value, and determining weights assigned individually to a plurality of models each of which includes the group of parameters and which form a control model representing the control system, and feedback-controlling such an instruction value for the control system that the amount of control becomes substantially equal to the target value. Based on a weight that is assigned to one of the plurality of models, the feedback control method specifies a weight that is assigned to at least one model that is other than the one of the plurality of models.

In the feedback control method, the weight assigned to at least one model other than the one of the models may decrease if the weight assigned to the one of the model is increased. Furthermore, the weights assigned individually to the plurality of models may be estimated based on a difference between the target value and the amount of control, and a difference of the instruction value from a value of equilibrium.

BRIEF DESCRIPTION OF THE DRAWINGS

The foregoing and further objects, features and advantages of the present invention will become apparent from the following description of a preferred embodiment with reference to the accompanying drawings, wherein like numerals are used to represent like elements and wherein:

FIGURE 1 is a block diagram of a preferred embodiment of the invention;

FIGURE 2A is a graph indicating the gain (amplitude) of the slip rotation speed N_{slip} , with a transfer characteristic of an upper and lower limit model ($\theta = 0, 1$);

FIGURE 2B is a graph indicating the phase of the slip rotation speed N_{slip} , with the transfer characteristic of the upper and lower limit model ($\theta = 0, 1$);

5 FIGURES 3A and 3B are graphs indicating results of on-line identification of a weight θ ;

FIGURES 4A and 4B are graphs indicating a comparison between test data and a simulation of a model ($\theta = 0.1$);

FIGURES 5A and 5B are graphs indicating a comparison between test data and a
10 simulation of a model ($\theta = 0.7$); and

FIGURE 6 is a block diagram according to a modification of the embodiment.

DETAILED DESCRIPTION OF A PREFERRED EMBODIMENT

A preferred embodiment of the invention will be described hereinafter with
15 reference to the accompanying drawings. In this embodiment, the weight identification method and feedback control method of the invention are applied to a slip control apparatus of a clutch. However, the invention is applicable not only to a clutch slip control apparatus but also to other apparatuses such as a CVT, and the like.

The clutch slip control apparatus of this embodiment has a slip control system 103
20 of a control system (e.g., a hydraulic valve control mechanism, and the like) of a clutch, a calculator 104, and a controller 102. The calculator 104 calculates a difference e between a target rotation speed and a slip rotation speed N_{slip} , that is, a response from the slip control system 103. Based on the difference e between the slip rotation speed N_{slip} and the target rotation speed, and a weight θ described later, the controller 102 performs
25 feedback control of an instruction value $Duty$ for controlling the slip control system 103 so that the slip rotation speed N_{slip} becomes equal to the target rotation speed.

The slip control system 103 of the clutch also has an adapting mechanism 105, and a parameter map 101. The adapting mechanism 105 accepts input of the difference e between the slip rotation speed N_{slip} and the target rotation speed and the instruction
30 value $Duty$, and estimates a weight θ based on the difference e between the slip rotation speed N_{slip} and the target rotation speed, and a difference of the instruction value $Duty$

from a value of equilibrium. The parameter map 101 accepts input of the weight θ from the adapting mechanism 105, and updates the quantity of state θ determined based on the state of operation Nt of the slip control system 103 with reference to the parameter map 101, by using the input weight θ , if the state of control of the slip control system 103 and the quantity of state θ are stable. The parameter map 101 then outputs the weight θ to the controller 102. If the state of control of the slip control system 103 is unstable, the parameter map 101 determines the quantity of state θ based on the operation state Nt of the slip control system 103 with reference to the map, and outputs the determined weight θ to the controller 102.

The weight will next be described. Weights are assigned individually to a plurality of models each of which includes a group of parameters for constructing a control model that represents the slip control system 103. That is, a control model that represents the slip control system 103 can be expressed by combining phase-delay models (A1-D1) and phase advancement models (A2-D2), that is, by forming a linear parameter varying (LPV) model, as in equation (2).

$$P(\theta): \begin{cases} x[k+1] = A \times x[k] + B \times Duty[k] \\ Nslip[k] = C \times x[k] + D \times Duty[k] \end{cases} \quad \dots(2)$$

where $\theta \in R^{1 \times 1}$, $0 \leq \theta \leq 1$,

$$A = \theta \times A1 + (1 - \theta) \times A2,$$

$$B = \theta \times B1 + (1 - \theta) \times B2,$$

$$C = \theta \times C1 + (1 - \theta) \times C2, \text{ and}$$

$$D = \theta \times D1 + (1 - \theta) \times D2$$

$$\begin{aligned} A1 &= \begin{bmatrix} a11 & 1 & 0 \\ a12 & 0 & 1 \\ a13 & 0 & 0 \end{bmatrix} & B1 &= \begin{bmatrix} b11 \\ B12 \\ B13 \end{bmatrix} & A2 &= \begin{bmatrix} a21 & 1 & 0 \\ a22 & 0 & 1 \\ a23 & 0 & 0 \end{bmatrix} & B2 &= \begin{bmatrix} b21 \\ b22 \\ b23 \end{bmatrix} \\ C1 &= [1 \quad 0 \quad 0] & D1 &= [0] & C2 &= [1 \quad 0 \quad 0] & D2 &= [0] \end{aligned}$$

where the parameters of each control model are known as shown in Table 1.

TABLE 1

	Phase delay model (A1, B1)		Phase advancement model (A2, B2)
a11	2.4898	a21	2.4142
a12	-2.1529	a22	-2.0860
a13	0.6552	a23	0.6411
b11	-0.0024	b21	-0.0092
b12	-0.0038	b22	-0.0145
b13	0.0316	b23	0.1217

The operation of the embodiment will now be described. The controller 102 determines an instruction value Duty for controlling the slip control system 103 so that the slip rotation speed Nslip becomes equal to the target rotation speed. Then, the controller 102 outputs the instruction value Duty to the slip control system 103 to control the slip control system 103. Being thus controlled, the slip control system 103 outputs a slip rotation speed Nslip as a response. The calculator 104 calculates a difference e between the slip rotation speed Nslip inputted from the slip control system 103 and the target rotation speed.

Then, based on the difference e between the slip rotation speed Nslip and the target rotation speed, and the weight θ inputted from the parameter map 101, the controller 102 feedback-controls the slip control system 103. For the feedback control, the instruction value Duty for bringing the slip rotation speed Nslip to the target rotation speed is used.

The adapting mechanism 105 estimates (identifies) a weight θ based on the difference e between the slip rotation speed Nslip and the target rotation speed and the difference of the instruction value Duty from the value of equilibrium. The parameter map 101 accepts input of the weight θ . If the quantity of state θ and the state of control of the slip control system 103 are stable, the parameter map 101 updates the weight θ determined from the operation state Nt of the slip control system 103 by the parameter map 101, by using the input weight θ . Then, the parameter map 101 outputs the weight θ to the controller 102. If the state of control of the slip control system 103 is unstable, the

parameter map 101 determines the value θ from the operation state Nt of the slip control system 103 with reference to the map, and outputs the thus-determined value θ to the controller 102.

A method performed by the adapting mechanism 105 to identify the weight θ will next be described. The adapting mechanism 105 accepts input of the difference $e[k]$ between the slip rotation speed Nslip and the target rotation speed, and the instruction value Duty. The adapting mechanism 105 determines a deviation $u[k]$ between the instruction value Duty and the value of equilibrium determined by removing an amount of variation in the instruction value Duty through the use of a low-pass filter (not shown). Based on the difference $e[k]$ between the slip rotation speed Nslip and the target rotation speed and the deviation $u[k]$ between the instruction value Duty and the value of equilibrium of the instruction value Duty, the adapting mechanism 105 identifies a weight θ by the sequential-type method of least squares using equations (3) to (7).

$$y[k] = -e[k] + a21 \times e[k-1] + a22 \times e[k-2] + a23 \times e[k-3] + b21 \times u[k-1] + b22 \times u[k-2] + b23 \times u[k-3] \quad \dots(3)$$

$$\phi[k] = -(a11 - a21) \times e[k-1] - (a12 - a22) \times e[k-2] - (a13 - a23) \times e[k-3] - (b11 - b21) \times u[k-1] - (b12 - b22) \times u[k-2] - (a13 - a23) \times u[k-3] \quad \dots(4)$$

$$L[k] = \frac{P[k] \times \phi[k]}{\lambda + \phi[k] \times P[k] \times \phi[k]} \quad \dots(5)$$

$$\theta[k+1] = \theta[k] + L[k] \times (y[k] - \phi[k] \times \theta[k]) \quad \dots(6)$$

$$P[k+1] = \frac{P[k] - P[k] \times \phi[k] \times L[k]}{\lambda} \quad \dots(7)$$

The initial values of the variables, and the sampling times are shown in Table 2.

TABLE 2

Item	Value (physical value)
L (0)	0
$\theta(0)$	0

Sampling time	32 msec
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In this manner, the weights of the phase-delay and phase-advancement models, which are combined to represent the slip control system, are identified. Therefore, the need to directly identify parameters of the models is eliminated, so that the amount of calculation is reduced.

Furthermore, since each weight is determined as a value greater than or equal to "0" and less than or equal to "1", divergence of an estimated value is prevented.

The characteristic of transfer from the instruction value Duty to the slip rotation speed N_{slip} can be expressed in regions of frequency as in FIGURES 2A and 2B. That is, if $\theta = 0$, the control model of the slip control system 103 is formed only by the phase delay model. If $\theta = 1$, the control model of the slip control system 103 is formed only by the phase advancement model.

If the state of control of the slip control system 103 is unstable, that is, if the throttle opening changes as indicated in FIGURE 3A, the weight θ changes as indicated in FIGURE 3B with changes in the throttle opening. If the state of control of the slip control system 103 is stable, that is, if the throttle opening remains unchanged, the weight θ is fixed or identified as a constant value by the adapting mechanism 105.

Results of the comparison of a simulation of a model ($\theta = 0.1$) and test data (turbine speed = 1781 rpm, slip speed = 50 rpm, throttle opening = 6%) are indicated in FIGURES 4A and 4B. Results of the comparison of a simulation of a model ($\theta = 0.7$) and test data (turbine speed = 1781 rpm, slip speed = 50 rpm, throttle opening = 13%) are indicated in FIGURES 5A and 5B. From the results of the comparisons, it is apparent that in the models determined in a good manner through identification of the value θ , simulation data indicated by broken lines is in better agreement with the test data indicated by solid lines.

Japanese Patent Application Laid-Open No. HEI 1-252103 proposes, in conjunction with a pulse-width-modulation VVVF inverter control circuit, a device that is formed by a series circuit of a first differential compensator, a second differential compensator and a primary delay compensator for achieving a damping effect on a main circuit. In this device, it is necessary to directly determine coefficients of the second differential compensator and the primary delay compensator. The embodiment described

above differs from the related-art device in that, in the embodiment, a weight assigned to one of the two models, that is, the phase delay model and the phase advancement model that are combined to form the control model representing the slip control system, is specified by the weight assigned to the other model. Therefore, if many parameters need to be determined, the embodiment advantageously allows a control model of the slip control system to be identified by determining a reduced number of weight coefficients, and therefore eliminates the need to increase the amount of calculation, the program size, or the memory capacity.

The weight identification method of the invention is not limited to the foregoing embodiment, but may also be applied to a problem of identification indicated in FIGURE 6, that is, estimation of such a weight θ that the transfer function of $u' \rightarrow y$ is always PO regardless of variations of characteristics of a control object. An advantage of a construction shown in FIGURE 6 is that the characteristic of transfer from a controller 201 to an output y is constant regardless of variations of characteristics of the control object and, therefore, the responsiveness and robustness can be improved by using a fixed gain controller.

A PO filter is expressed as in equation (8).

$$PO: \begin{cases} x[k+1] = A \times x[k] + B \times u[k] \\ y[k] = C \times x[k] + D \times u[k] \end{cases} \quad \dots (8)$$

where

$$A = \begin{bmatrix} \alpha 1 & 1 & 0 \\ \alpha 2 & 0 & 1 \\ \alpha 3 & 0 & 0 \end{bmatrix} \quad B = \begin{bmatrix} \beta 1 \\ \beta 2 \\ \beta 3 \end{bmatrix} \quad C = [1 \quad 0 \quad 0] \quad D = [0]$$

$$\text{filter: } yf[k] = \frac{b0 + b1 \cdot z^{-1} + b2 \cdot z^{-2}}{1 + a1 \cdot z^{-1} + a2 \cdot z^{-2}} u \cdot f[k]$$

Based on the relation ship of $PO = \text{filter} \times P$, equations (3) and (4) can be rewritten into equation (9) and (10) of $y[k]$ and $[k]$, so that θ can be estimated as in the foregoing embodiment.

$$\begin{aligned}
y[k] = & -1 & -(a1 - \alpha1) \times e[k-1] & -(a2 - a1\alpha1 - \alpha2) \times e[k-2] \\
& -(-a2\alpha1 - a1\alpha2 - \alpha3) \times e[k-3] & -(-a2\alpha2 - a1\alpha3) \times e[k-4] \\
& -(-a2\alpha3) \times e[k-5] \\
& + \beta1 \times u[k-1] & + (\beta2 + a1\beta1) \times u[k-2] \\
& + (\beta3 + a1\beta2 + a2\beta1) \times u[k-3] & + (a1\beta3 + a2\beta2) \times u[k-4] \\
& + a2\beta3 \times u[k-5]
\end{aligned}
\tag{9}$$

$$\begin{aligned}
\phi[k] = & b0 & + (b1 - b0\alpha1) \times e[k-1] & + (b2 - b1\alpha1 - b0\alpha2) \times e[k-2] \\
& + (-b2\alpha1 - b1\alpha2 - b0\alpha3) \times e[k-3] & + (-b2\alpha2 - b1\alpha3) \times e[k-4] \\
& + (-b2\alpha3) \times e[k-5]
\end{aligned}
\tag{10}$$

Although in the foregoing embodiment, a control model that represents a control system is expressed or formed by two models, the invention is not restricted by the embodiment or modification. According to the invention, a control model that represents a control system may also be expressed or formed by more than two models. In such a case, "A" in equation (2) may also be expressed as in:

$$\begin{aligned}
A &= \theta1A1 + \theta2A2 + \theta3A3 \\
&= \theta1A1 + \theta2A2 + (1 - \theta1 - \theta2)A3
\end{aligned}$$

While the present invention has been described with reference to what is presently considered to be a preferred embodiment thereof, it is to be understood that the present invention is not limited to the disclosed embodiment or constructions. On the contrary, the present invention is intended to cover various modifications and equivalent arrangements. In addition, while the various elements of the disclosed invention are shown in various combinations and configurations, which are exemplary, other combinations and configurations, including more, less or only a single embodiment, are also within the spirit and scope of the present invention.

WHAT IS CLAIMED IS:

1. A weight identification method that identifies weights assigned to a plurality of models, each of which includes a group of parameters, the weights being used to form a control model that represents a control system, the method comprising:

5 specifying a first weight that is assigned to one of the plurality of models; and

specifying a second weight that is assigned to at least one model other than the one of the plurality of models, based on the first weight assigned to the one of the plurality of models.

2. A weight identification method according to claim 1, wherein if the first weight assigned to the one of the plurality of models increases, the second weight assigned to the at least one model that is other than the one of the plurality of models decreases.

3. A feedback control method comprising:

specifying a first weight that is assigned to one of a plurality of models, each of which includes a group of parameters;

15 specifying a second weight that is assigned to at least one model that is other than the one of the plurality of models, based on the weight assigned to the one of the plurality of models;

forming a control model that represents a control system, based on the first and second weights; and

20 feedback-controlling, based on a target value for controlling the control system, an amount of control of the control system controlled based on the target value, the first weight and the second weight, such an instruction value for the control system that the amount of control becomes substantially equal to the target value.

4. A feedback control method according to claim 3, wherein the first weight and the second weight each have a value that is greater than or equal to zero and less than or equal to one.

5. A feedback control method according to claim 3, wherein the first and second weights assigned individually to the plurality of models are estimated based on a difference between the target value and the amount of control, and a difference of the instruction value from a value of equilibrium.

6. A feedback control method according to claim 5, wherein the first weight

and second weight each have a value that is greater than or equal to zero and less than or equal to one.

7. A feedback control method according to claim 3, wherein in a control of a slip control apparatus of a clutch, the slip control apparatus is feedback-controlled based on the first and second weights so that a slip rotation speed of the slip control apparatus becomes substantially equal to a target rotation speed.

8. A feedback control method according to claim 7, wherein the first and second weights are estimated based on a difference between the slip rotation speed and the target rotation speed, and a deviation of the instruction value for the slip control apparatus from a value of equilibrium of the instruction value.

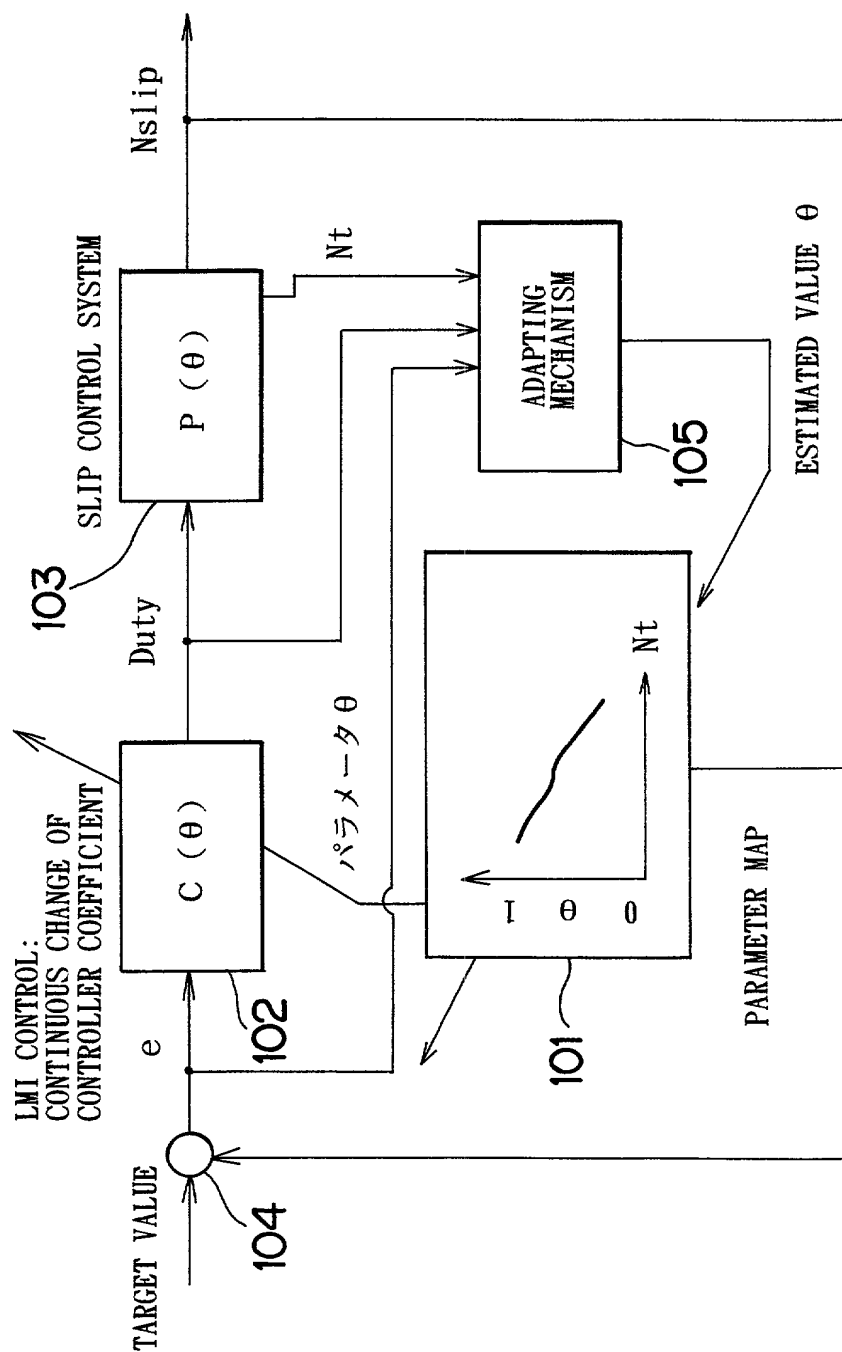
9. A feedback control method according to claim 3, wherein in a control of a vehicular continuously variable transmission, the vehicular continuously variable transmission is feedback-controlled based on the first and second weights so that a rotation speed of the vehicular continuously variable transmission becomes substantially equal to a target rotation speed.

10. A feedback control method according to claim 9, wherein the first and second weights are estimated based on a difference between the rotation speed of vehicular continuously variable transmission and the target rotation speed, and a deviation of the instruction value for the vehicular continuously variable transmission from a value of equilibrium of the instruction value.

ABSTRACT OF THE DISCLOSURE

An instruction value $Duty$ for bringing a slip rotation speed N_{slip} to a target rotation speed is feedback-controlled based on a difference e between the slip rotation speed N_{slip} and the target rotation speed, and a weight θ from a parameter map. Weights θ are assigned individually to a plurality of models, each of which includes a group of parameters and which are used to form a control model that represents a slip control system. Based on a weight that is assigned to one of the plurality of models, a weight that is assigned to at least one model that is other than the one of the plurality of models is specified. Thus, the amount of calculation required can be reduced by estimating weights for the models including the groups of parameters, which contain parameters that are used to construct the control model, instead of directly estimating the control model-constructing parameters.

FIG 1



002790" 40096560

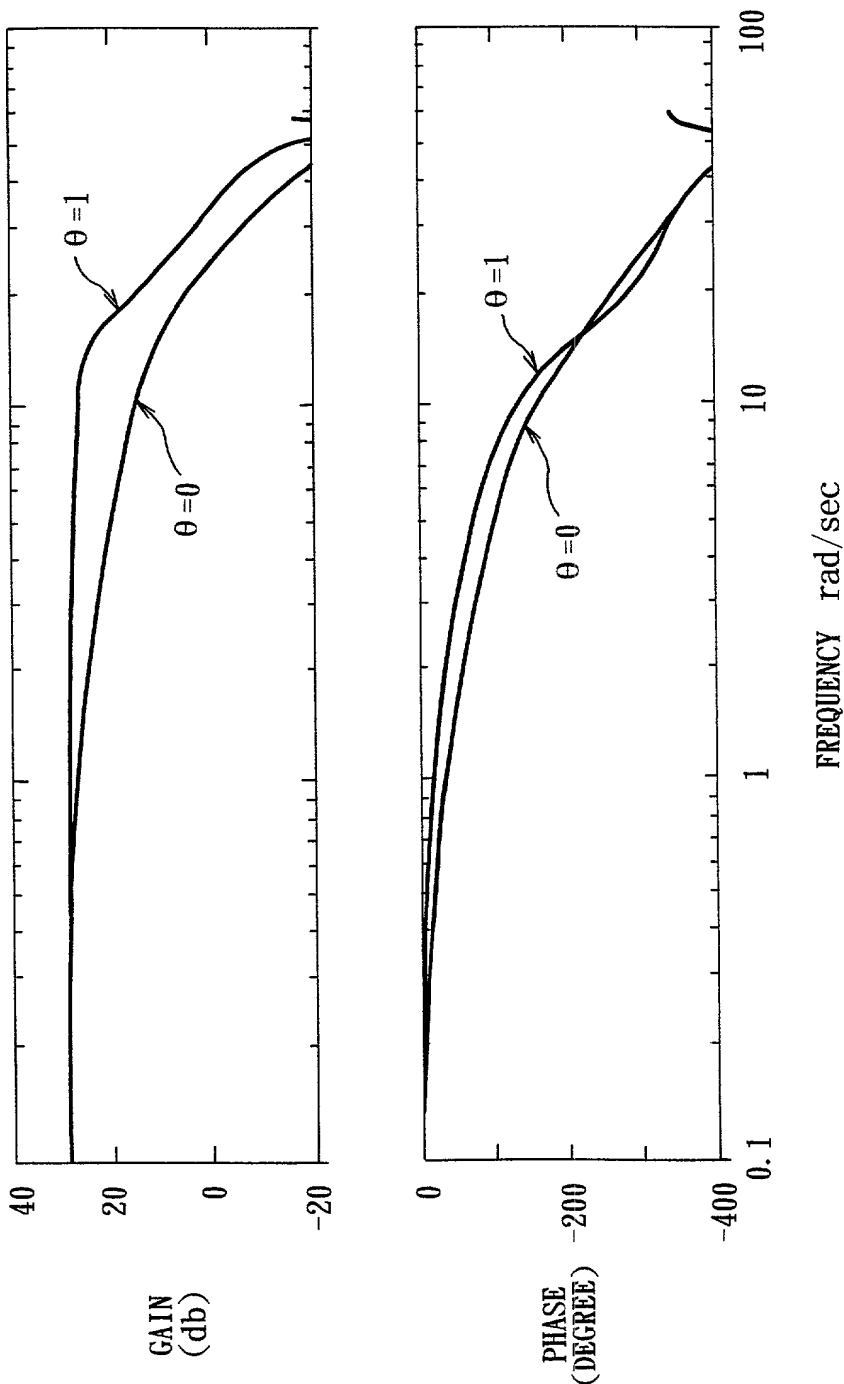


FIG. 2A

FIG. 2B

FIG. 3A

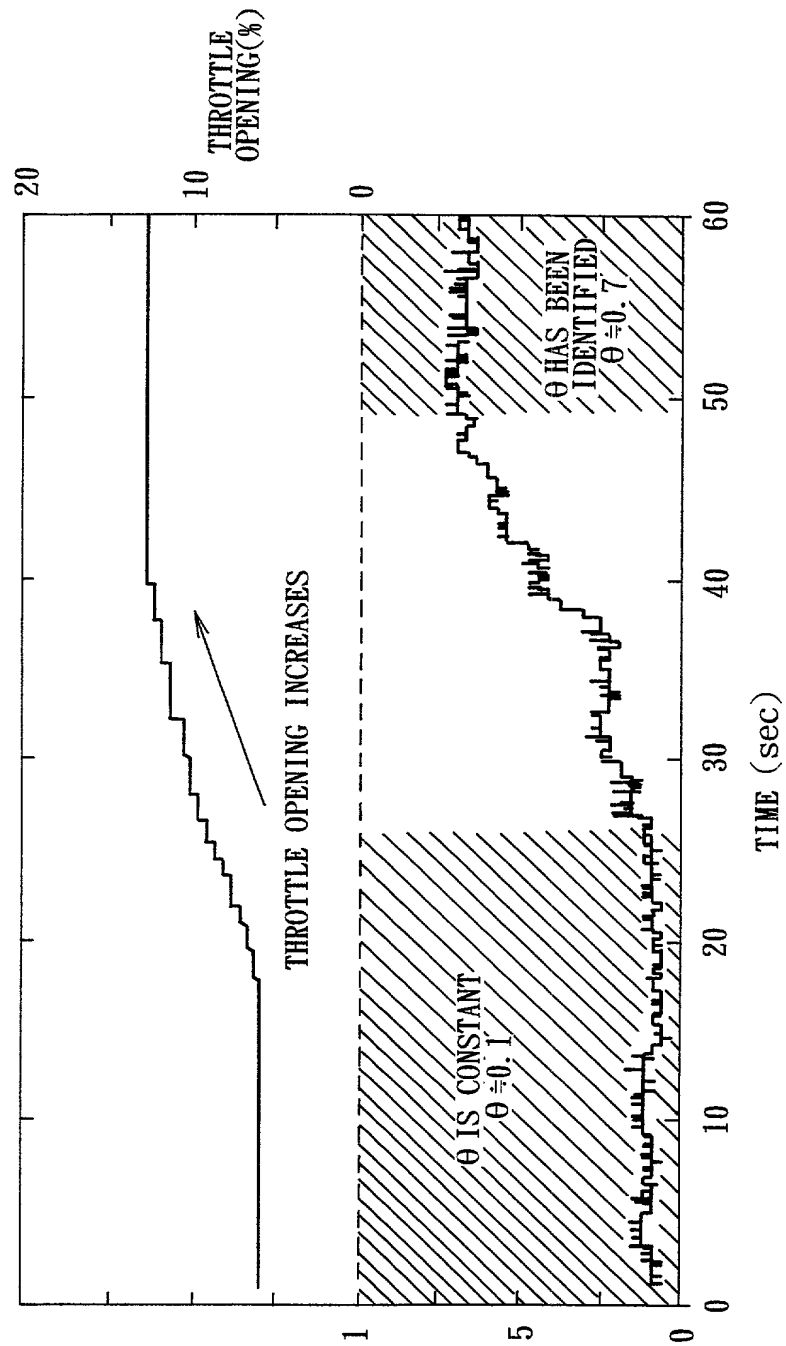
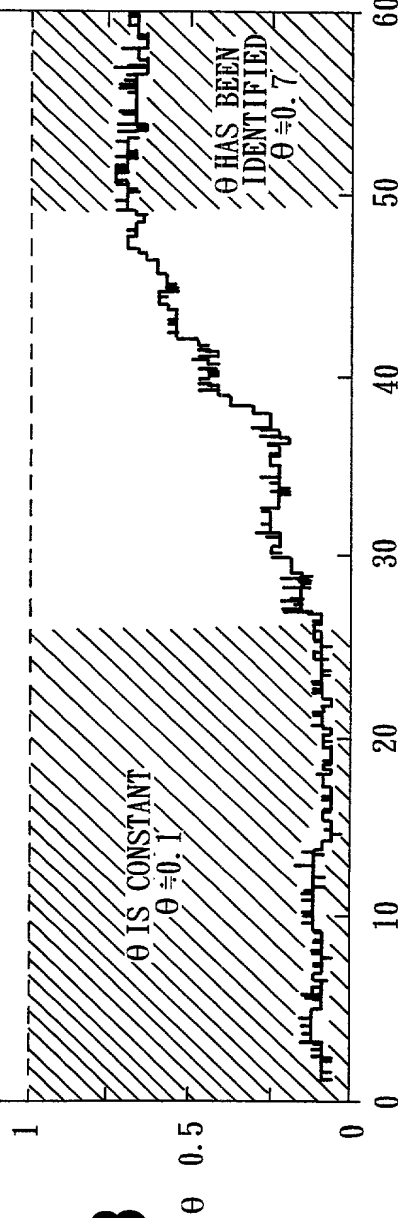
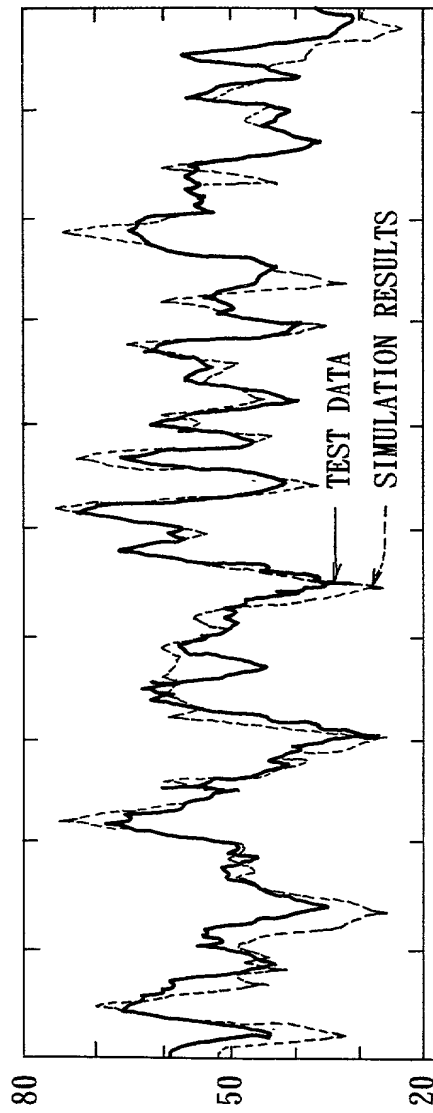


FIG. 3B



SLIP SPEED
(rpm)

Duty (%)

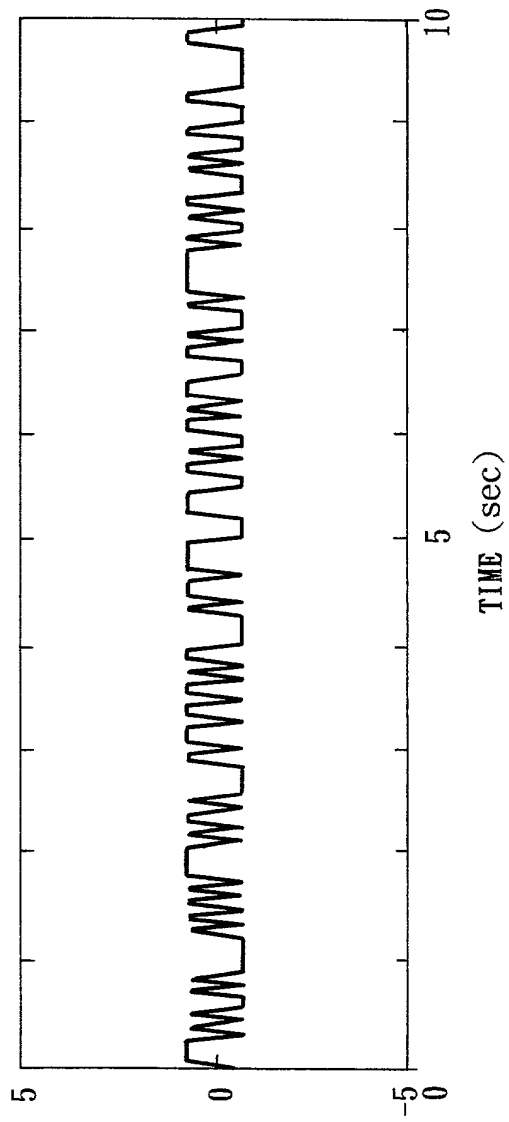


FIG.5A

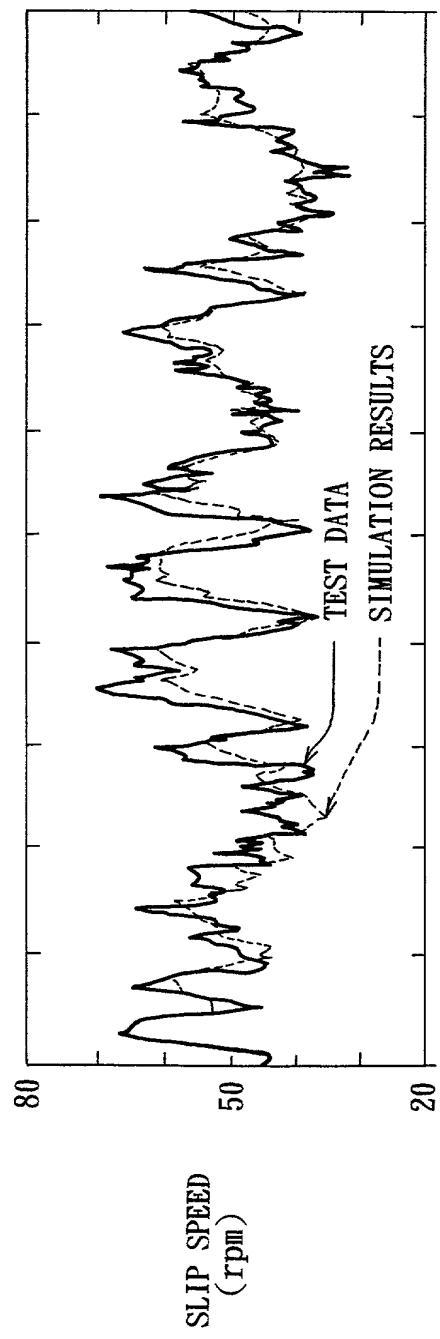


FIG.5B

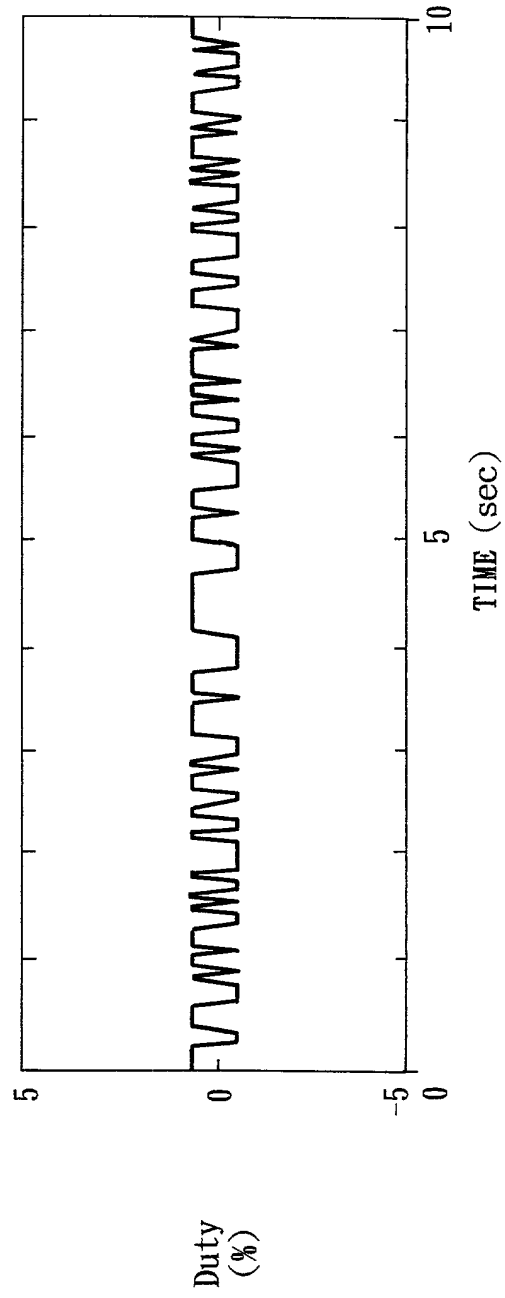
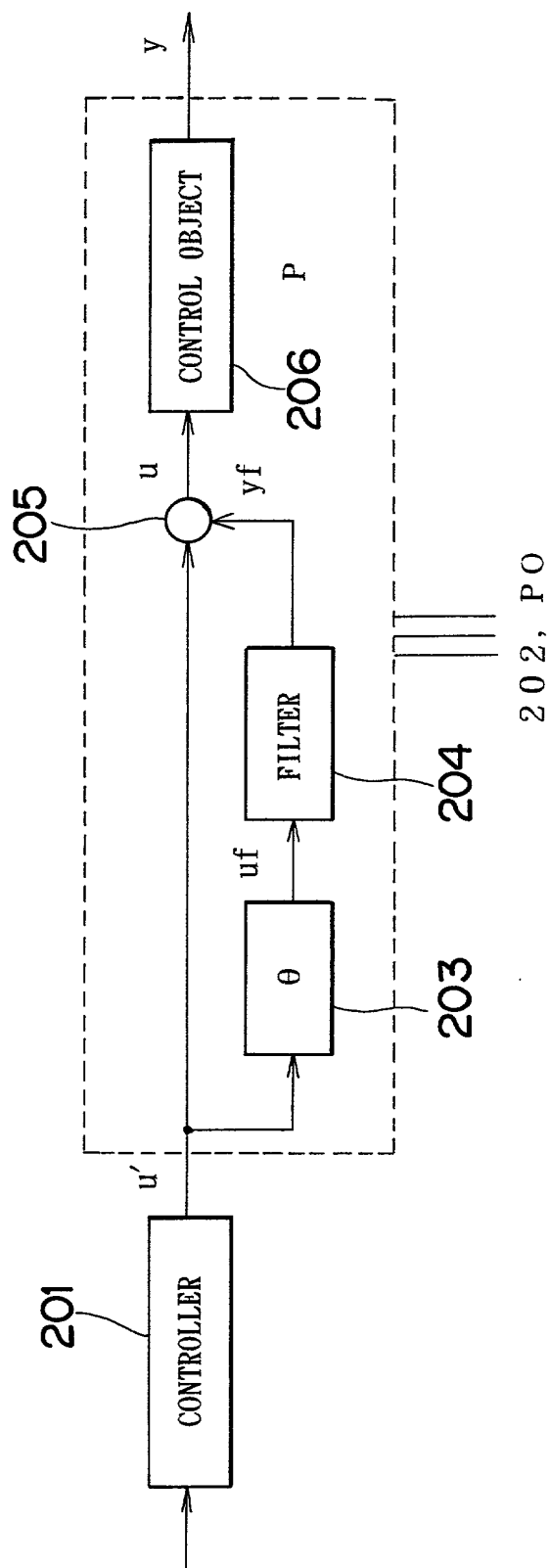


FIG. 6



Declaration and Power of Attorney For Patent Application

特許出願宣言書及び委任状

Japanese Language Declaration

日本語宣言書

下記の氏名の発明者として、私は以下の通り宣言します。

私の住所、私書箱、国籍は下記の私の氏名の後に記載された通りです。

下記の名称の発明に関して請求範囲に記載され、特許出願している発明内容について、私が最初かつ唯一の発明者（下記の氏名が一つの場合）もしくは最初かつ共同発明者（下記の名称が複数の場合）であると信じています。

上記発明の明細書は、

- ☐ 本書に添付されています。
- ☐ ____月____日に提出され、米国出願番号または特許協定条約国際出願番号を____とし、
(該当する場合) ____に訂正されました。

私は、特許請求範囲を含む上記訂正後の明細書を検討し、内容を理解していることをここに表明します。

私は、連邦規則法典第37編第1条56項に定義されるとおり、特許資格の有無について重要な情報を開示する義務があることを認めます。

As a below named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated next to my name.

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled.

WEIGHT IDENTIFICATION METHOD AND FEEDBACK

CONTROL METHOD

the specification of which

☒ is attached hereto.

☐ was filed on _____

as United States Application Number or

PCT International Application Number

_____ and was amended on

_____ (if applicable).

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims, as amended by any amendment referred to above.

I acknowledge the duty to disclose information which is material to patentability as defined in Title 37, Code of Federal Regulations, Section 1.56.

Japanese Language Declaration

(日本語宣言書)

私は、米国法典第35編119条 (a) - (d) 項又は365条 (b) 項に基づき下記の、米国以外の国の少なくとも一カ国を指定している特許協力条約365 (a) 項に基づく国際出願、又は外国での特許出願もしくは発明者証の出願についての外国優先権をここに主張するとともに、優先権を主張している、本出願の前に出願された特許または発明者証の外国出願を以下に、枠内をマークすることで、示しています。

Prior Foreign Application(s)

外国での先行出願

11-175032 (P)

(Number)
(番号)

Japan

(Country)
(国名)

(Number)
(番号)

(Country)
(国名)

私は、第35編米国法典119条 (e) 項に基づいて下記の米国特許出願規定に記載された権利をここに主張いたします。

(Application No.)
(出願番号)

(Filing Date)
(出願日)

私は、下記の米国法典第35編120条に基づいて下記の米国特許出願に記載された権利、又は米国を指定している特許協力条約365条 (c) に基づく権利をここに主張します。また、本出願の各請求範囲の内容が米国法典第35編112条第1項又は特許協力条約で規定された方法で先行する米国特許出願に開示されていない限り、その先行米国出願書提出日以降で本出願書の日本国内または特許協力条約国際提出日までの期間中に入手された、連邦規則法典第37編1条56項で定義された特許資格の有無に関する重要な情報について開示義務があることを認識しています。

(Application No.)
(出願番号)

(Filing Date)
(出願日)

(Application No.)
(出願番号)

(Filing Date)
(出願日)

私は、私自信の知識に基づいて本宣言書中で私が行なう表明が真実であり、かつ私の入手した情報と私の信じるところに基づく表明が全て真実であると信じていること、さらに故意になされた虚偽の表明及びそれと同等の行為は米国法典第18編第1001条に基づき、罰金または拘禁、もしくはその両方により処罰されること、そしてそのような故意による虚偽の声明を行なえば、出願した、又は既に許可された特許の有効性が失われることを認識し、よってここに上記のごとく宣誓を致します。

I hereby claim foreign priority under Title 35, United States Code, Section 119 (a)-(d) or 365(b) of any foreign application(s) for patent or inventor's certificate, or Section 365(a) of any PCT International application which designated at least one country other than the United States, listed below and have also identified below, by checking the box, any foreign application for patent or inventor's certificate, or PCT International application having a filing date before that of the application on which priority is claimed.

Priority Claimed

優先権主張

22/6/1999

(Day/Month/Year Filed)
(出願年月日)

☒

Yes
はい

☐

No
いいえ

☐

Yes
はい

☐

No
いいえ

I hereby claim the benefit under Title 35, United States Code, Section 119(e) of any United States provisional application(s) listed below.

(Application No.)
(出願番号)

(Filing Date)
(出願日)

I hereby claim the benefit under Title 35, United States Code, Section 120 of any United States application(s), or Section 365(c) of any PCT International application designating the United States, listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States or PCT International application in the manner provided by the first paragraph of Title 35, United States Code Section 112, I acknowledge the duty to disclose information which is material to patentability as defined in Title 37, Code of Federal Regulations, Section 1.56 which became available between the filing date of the prior application and the national or PCT International filing date of application.

(Status: Patented, Pending, Abandoned)
(現況: 特許許可済、係属中、放棄済)

(Status: Patented, Pending, Abandoned)
(現況: 特許許可済、係属中、放棄済)

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

Japanese Language Declaration

(日本語宣言書)

委任状：私は下記の発明者として、本出願に関する一切の手続きを米特許商標局に対して遂行する弁理士または代理人として、下記の者を指名いたします。
(弁理士、または代理人の指名及び登録番号を明記のこと)

POWER OF ATTORNEY: As a named inventor, I hereby appoint the following attorney(s) and/or agent(s) to prosecute this application and transact all business in the Patent and Trademark Office connected therewith: (list name and registration number)

Norman F. Oblon, Registration Number 24,618; Marvin J. Spivak, Registration Number 24,913; C. Irvin McClelland, Registration Number 21,124; Gregory J. Maier, Registration Number 25,599; Arthur I. Neustadt, Registration Number 24,854; Richard D. Kelly, Registration Number 27,757; James D. Hamilton, Registration Number 28,421; Eckhard H. Kuesters, Registration Number 28,870; Robert T. Pous, Registration Number 29,099; Charles L. Gholz, Registration Number 26,395; Vincent J. Sunderdick, Registration Number 29,004; William E. Beaumont, Registration Number 30,996; Steven B. Kelber, Registration Number 30,073; Robert F. Gnuse, Registration Number 27,295; Jean-Paul Lavalleye, Registration Number 31,451; Stephen G. Baxter, Registration Number 32,884; Martin M. Zoltick, Registration Number 35,745; Robert W. Hahl, Registration Number 33,893; Richard L. Treanor, Registration Number 36,379; Steven P. Weihrouch, Registration Number 32,829; John T. Goolkasian, Registration Number 26,142; Marc R. Labgold, Registration Number 34,651; William J. Healey, Registration Number 36,160; Richard L. Chinn, Registration Number 34,305; Steven E. Lipman, Registration Number 30,011; Carl E. Schlier, Registration Number 34,426; James J. Kulbaski, Registration Number 34,648; Catherine B. Richardson, Registration Number 39,007; Richard A. Neifeld, Registration Number 35,299; and J. Derek Mason, Registration Number 35,270; with full powers of substitution and revocation.

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(703) 413-3000

唯一または第一発明者名	Full name of sole or first inventor <u>Toshinari Suzuki</u>	
発明者の署名	日付	Inventor's signature <u>Toshinari Suzuki</u> Date <u>May 9, 2000</u>
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第二共同発明者	Full name of second joint inventor, if any <u>Katsumi Kono</u>	
第二共同発明者の署名	日付	Second Inventor's signature <u>Katsumi Kono</u> Date <u>May 9, 2000</u>
住所	Residence <u>Toyota-shi, Aichi-ken, Japan</u>	
国籍	Citizenship <u>Japan</u>	
私書箱	Post Office Address <u>c/o TOYOTA JIDOSHA KABUSHIKI KAISHA of 1, Toyota-cho, Toyota-shi, Aichi-ken, 471-8571 Japan</u>	

(第三以降の共同発明者についても同様に記載し、署名すること)

(Supply similar information and signature for third and subsequent joint inventors.)

Japanese Language Declaration

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郵便の宛先	Post Office Address c/o KABUSHIKI KAISHA TOYOTA CHUO KENKYUSHO of 41-1, Aza Yokomichi, Oaza Nagakute, Nagakute-cho, Aichi-gun, Aichi-ken, 480-1192 Japan

	Full name of fourth joint inventor, if any Masataka Osawa
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住所	Residence Aichi-ken, Japan
国籍	Citizenship Japan
郵便の宛先	Post Office Address c/o KABUSHIKI KAISHA TOYOTA CHUO KENKYUSHO of 41-1, Aza Yokomichi, Oaza Nagakute, Nagakute-cho, Aichi-gun, Aichi-ken, 480-1192 Japan

	Full name of fifth joint inventor, if any Eiichi Ono
日付	Fifth Inventor's signature <i>Eiichi Ono</i> Date May 9, 2000
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国籍	Citizenship Japan
郵便の宛先	Post Office Address c/o KABUSHIKI KAISHA TOYOTA CHUO KENKYUSHO of 41-1, Aza Yokomichi, Oaza Nagakute, Nagakute-cho, Aichi-gun, Aichi-ken, 480-1192 Japan

	Sixth Inventor's signature <i>Shu Asami</i> Date May 9, 2000
日付	Full name of sixth joint inventor, if any Shu Asami
住所	Residence Aichi-ken, Japan
国籍	Citizenship Japan
郵便の宛先	Post Office Address c/o KABUSHIKI KAISHA TOYOTA CHUO KENKYUSHO of 41-1, Aza Yokomichi, Oaza Nagakute, Nagakute-cho, Aichi-gun, Aichi-ken, 480-1192 Japan

(第六またはそれ以降の共同発明者に対しても同様な情報および署名を提供すること。)

(Supply similar information and signature for third and subsequent joint inventors.)